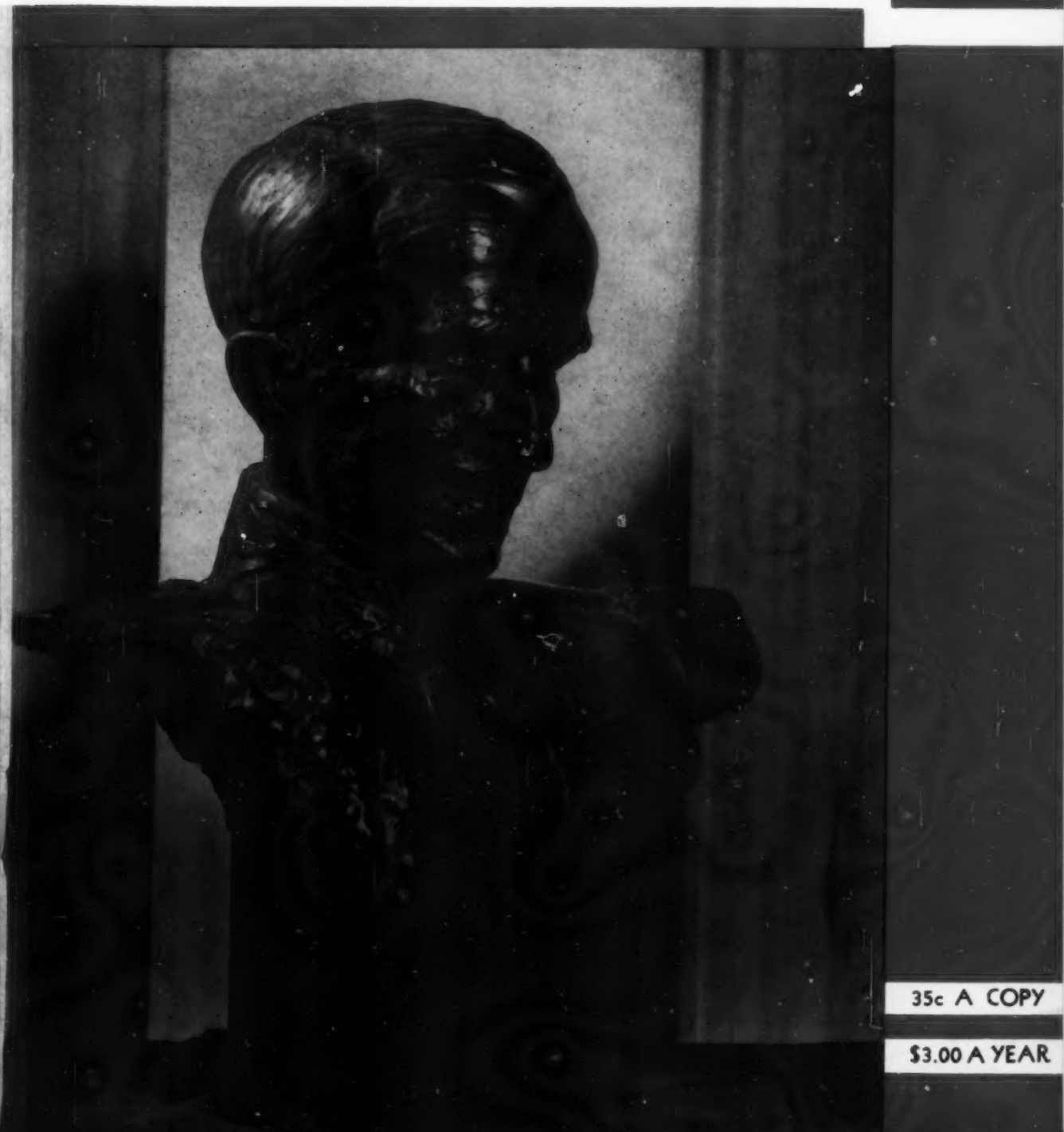


CANADIAN GEOGRAPHICAL JOURNAL

APRIL
1938

VOL. XVI
NO. 4



35c A COPY

\$3.00 A YEAR



A GRAND BIG CAR *in everything but price!*

THE DE LUXE FORD V-8 looks new and is new — in every flowing line. It looks big and is big — in performance and value.

The De Luxe was designed for a definite group of customers — folks who liked the basic Ford features, but wanted a little more size and style. We've put in everything they asked for.

The De Luxe is richly appointed, inside and out. Closed sedans have longer bodies and larger luggage space. The V-8 engine under the hood develops 85 smooth-flowing horsepower and gives 22 to 27 miles on a gallon of gas, as owners report. In comfort, performance and pride of ownership, the De Luxe Ford sets a new high for the low-price field.

De Luxe prices are especially reasonable when you realize that they include a great deal of equipment for which you are often asked to pay extra. . . . The newly styled Standard Ford V-8 is even lower priced. Because both cars are Fords, you know that whatever you pay, you'll get good measure for your money.

\$30 A MONTH, with reasonable down-payment, buys any new Ford V-8 car under T.F.C. National Finance Plan

FORD MOTOR COMPANY OF CANADA, LIMITED

DE LUXE FORD V-8

QUICK FACTS ON THE NEW FORD

DE LUXE FORD V 8

112-inch wheel-base . . . 85-horsepower engine . . . Improved Easy-Action Safety Brakes . . . Centre-Poise Ride . . . All-steel body . . . Mohair or Broadcloth upholstery . . . Walnut-finished trim . . . Twin horns, tail lights, sun visors, windshield wipers . . . Glove compartment lock . . . Clock . . . Cigar lighter . . . Foot control for head-light beams, with indicator on instrument panel . . . Rustless Steel wheel bands . . . 8 body types . . . Choice of 6 colours.

STANDARD FORD V 8

112-inch wheel-base . . . 85-horsepower engine . . . Improved Easy-Action Safety Brakes . . . Centre-Poise Ride . . . All-steel body . . . Mohair or Broadcloth upholstery . . . Mahogany-finished trim . . . One tail light, sun visor, windshield wiper . . . Twin horns . . . Cigar lighter . . . Foot control for headlight beams, with indicator on instrument panel . . . 3 body types . . . Choice of 3 colours.

Dual CONCRETE HIGHWAYS *for Safety*



*New Middle Road between Toronto and Hamilton.
Bridge Contractor, John Maguire Contracting Co. Ltd.,
Toronto. Road Contractors, Dominion Construction
Corp. Ltd., Toronto; A. Cope & Sons Ltd., Hamilton.*

Dual Highways—built with Concrete for permanence and economy—meet the challenge of modern motoring by eliminating the hazard caused by interference of traffic moving in opposite directions.

Concrete provides additional safety factors. Its edges are clearly defined, it is clearly visible at night and its



Dept. of Highways, Ontario; T. B. McQuesten, Minister; R. M. Smith, Deputy Minister.

even, gritty, skid-retarding surface offers exceptional tractive qualities. Write us for any concrete information you require.

CANADA CEMENT COMPANY LIMITED

Canada Cement Company Building . Phillips Square Montreal.

Sales Offices at: MONTREAL - TORONTO - WINNIPEG - CALGARY

Kindly mention CANADIAN GEOGRAPHICAL JOURNAL when replying to Advertisements 111



*Heralds of Spring — the season of
renewal . . . in garden and home alike,
rehabilitation is the order of the day.*

*Home owners will find financial
aid in their plans of renovation at the
Bank of Montreal, whose officers are
making Home Improvement Loans to
thousands of Canadians from coast to coast.*

Photograph by R. D. Puddicombe, member of staff of Bank of Montreal.

CANADIAN GEOGRAPHICAL JOURNAL

Editor

Gordon M. Dallyn

172 WELLINGTON STREET, OTTAWA

This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustration of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth, and other parts of the world in which Canada has special interest.

Contents

APRIL, 1938

VOLUME XVI No. 4

COVER SUBJECT:—*His Excellency The Right Honourable The Lord Tweedsmuir of Elsfield, G.C.M.G., C.H., Governor-General of Canada and Honorary Patron of The Canadian Geographical Society.*

This bronze, which was recently presented to His Excellency by Mr. J. W. McConnell, of Montreal, was made by Mrs. Suzanne Silvercrucys Farnam, sister of the Belgian Minister to Canada.

A noted sculptor and lecturer, she is already known for her portrait-busts, including that of President Hoover (in the library of the University of Louvain, Belgium), Vicomte van Iseghem, former Chief Justice of the Supreme Court of Belgium (for the Palace of Justice in Brussels); the former Belgian Prime Ministers Henri Jaspar and Paul van Zeeland; also James Truslow Adams, Katharine Hepburn, Bishop Manning, Jack Dempsey, etc. Her works won the first prize and silver medal of the Beaux-Arts, New York, 1926, and first prize in the Rome Alumni Competition in 1927. They include the Amelia Erhardt Aviation Trophy and the plaque and medal of the late Cyrus H. K. Curtis.

Mrs. Suzanne Silvercrucys Farnam is the daughter of the late Baron and Baroness Silvercrucys, of Brussels. She studied at Newham College, Cambridge, England, holds a B.F.A. degree from Yale University (School of Fine Arts) in the United States, and continued her studies in Paris and Brussels. Now an American citizen, she has a studio in New York.

At the age of twenty, Mrs. Silvercrucys Farnam was created by King Albert a Chevalier de l'Ordre de Léopold for her war work. The photographic reproduction of this bronze was made specially for The Canadian Geographical Society by Karsh, of Ottawa who is well known for his artistic presentations.

	PAGE
KING'S HIGHWAYS OF ONTARIO, by R. M. SMITH	159
A DAY IN PARIS, by RICHARD AND ALYCE FINNIE	195
THE GOLDEN NORTH, LABRADOR AND NORTH SHORE, by LEO COX	203
EDITOR'S NOTE BOOK	VII

• • • • •

The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1929.

Contents of this Journal are copyright.

The Canadian Geographical Journal is printed in Canada by the Canadian Printing and Lithographing Company, Limited, Montreal, for the proprietors, The Canadian Geographical Society, and published by the Society at 2151 Ontario Street East, Montreal, Canada.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 2151 Ontario Street, East, Montreal, Canada, giving old and new address. On all new memberships, the expiry date will be printed on wrapper containing starting number. This will constitute a receipt for subscription.

Member Audit Bureau of Circulations.

Membership fee is \$3.00 per year in Canada and other parts of the British Empire, which includes delivery of the Journal, postpaid; in United States, Mexico, France, Spain, Central and South America, \$3.50; in other countries, \$4.00. Make membership fee payable at par in Ottawa.

Sole Trade Agents for the British Isles: George Philip & Son, Ltd., 32 Fleet Street, London, E.C. 4.



One of the International road arteries—Ambassador Bridge, connecting Detroit, Mich., and Windsor, Ontario.

KING'S HIGHWAYS OF ONTARIO

by R. M. SMITH

SO much is said in the press and elsewhere about the railway situation, and the hydro power shortage or surplus that one is inclined to overlook another public utility that equals, if not surpasses, in human interest either of these great enterprises—the Public Highway.

The Province of Ontario first interested itself in highway development through the formation of a Highway Commission in 1913, headed by Mr. C. A. Magrath, later Chairman of the Hydro Electric Power Commission. A brief report was prepared by this body recommending that the government select certain main roads to be classified as trunk highways, which would be constructed directly under the supervision of the province and paid for jointly by the province and municipalities combined. Market roads, under the control of the counties, were to act as feeders to the trunk lines, and township roads in turn were to become tributaries to the market or county roads. The Great War delayed action on the Commission's recommendation until 1918. While it is true that, during the period 1914-15, the Toronto-Hamilton Highway was built, it was started in the nature of a relief measure and not with the serious thought of highway development on any large scale. In any case, the War prevented further highway activity.

In 1919, with the return of thousands of men from the front, hundreds of whom could not readily mould themselves into the old life, the building of highways was considered a *way out*. Men would return to health, their morale would be restored and gradually they would find their places in their former life.

Eighteen years later the Province of Ontario finds itself the possessor of the rolling stock of an enormous transportation system, which has cost the province and municipalities the staggering sum of \$526,800,000.

A review of the Highway Commission's recommendations, as made in 1914, are of interest. Briefly they were as follows:



The building of permanent highways would be given consideration. The scheme was to cover a fifteen-year period, the total sum expended to be approximately \$30,000,000. The idea was that work might commence, with the understanding that \$2,000,000 per year, would be the annual expenditure. This, they felt, might be increased at the end of the fifteen-year period to possibly \$2,500,000 per year,

if the number of motor cars increased and improved conditions justified it.

They also recommended the appointment of a Minister, a Deputy Minister or Chairman, a Chief Engineer, and such additional staff as might be required to handle the work.

How difficult it is to anticipate highway development is readily seen from the foregoing. Within the period of fifteen years suggested, the province actually expended the sum of \$180,313,700. Expenditure relative to colonization and development in the North is not included in this amount.

A study of the geography of the province indicates that it lies in the position of a wedge between the States of Michigan, Wisconsin and Minnesota to the west and the New England States, including New York, to the east. Foremost in motor car development as these states have always been, they quickly forced the Province of Ontario to follow suit. Realizing as well the tremendous benefits to be reaped from tourist traffic, the province commenced the construction of types of road that would entice foreign traffic. As years have passed, the policy of the government of that time has proved that the course pursued was well taken and justified.

Each year since we first commenced highway construction, traffic from the United States has continued to increase. Convenience of movement has been encouraged during the last few years. Bridges have been built at Windsor and Fort Erie, connecting with Detroit and Buffalo respectively. Also at Windsor a motor tunnel connects with downtown Detroit. A new



bridge is now being built across the St. Clair River between Sarnia and Port Huron, Michigan. In the eastern part of the province a bridge will cross the St. Lawrence River, beginning at Rockport on the Canadian side and ending at Alexandria Bay, New York. It is hoped that this structure will be in use sometime in August this year. Application has just been made to the interested governments for permission to rebuild the old "Honeymoon" or Falls View Bridge, recently destroyed by ice at Niagara Falls. These gigantic structures are mute testimonials to the belief in international highway traffic between Canada and the United States.

Today the tourist business brings to Ontario more than \$100,000,000 a year of new money. The province is catering to this class of traffic. Highways are being developed through the North, through lake areas such as Muskoka and Haliburton, the Timagami and Mississauga Forest Reservations, across Algonquin Park, through the Lake of the Woods area and in many other sections, all of which are of extreme interest and barely discovered from a tourist point of view.

In developing tourist traffic, the province has kept in mind the possibility of a large percentage of the 30,000,000 tourists to the south of us entering Ontario. Roads in keeping with those to which they are accustomed have been built and will continue to be built. Each year the mileage is extending further into the province, in this way contacting these vast areas I have already mentioned.

In the southern part of the province, where many of the older roads are inadequate to take care of the enormous amount of traffic now moving throughout the tourist season and to provide for the convenience not only of the tourist, but of our own people as well, an elaborate scheme of improvement is under way.

Ontario in 1936 commenced the development of dual highways. Aside entirely from the foreign traffic, an increase of nearly 1,300 per cent in motor car registration within the province since 1915 has forced pavement development well beyond the imagination of the most progressive authorities. With increased traffic densities came new problems. With increased speed, improvement in design and development had to be considered. In re-constructing and re-establishing these older highways,

the divided highway has been forced upon us as the only logical solution.

With the undertaking of this type of construction came the realization that one further step was necessary in that these through roads could not become part of municipal undertakings. Cities, towns and villages with congested main streets do not provide—nor were they ever intended to provide—for a steady stream of through traffic which had little or no interest in the municipality through which it passed. The dual highway has accordingly been developed with a view to passing around these community centres, and the Middle Road between Toronto and Hamilton is typical of this development. When completed, this road, which will eventually run from Fort Erie to Barrie (Lake Simcoe), will not pass within the area of the built-up centres of any municipality encountered. A careful study has disclosed the fact that in the average town or village not more than three per cent of the traffic actually stops. We believe, with the development of main arteries, that local traffic should follow the old roads in existence, or leave the twin type of highway at points conveniently located.

In keeping with the safety idea on these major projects, highway level grades will be separated. Where municipal traffic can be considered moderate, occasions will occur where through traffic will clear the local road without permitting the lighter traffic to enter. In other instances, where contact is made with heavily travelled roads running at right angles, "clover leaf" development will apply, permitting this traffic to enter the arterial highway at its pleasure.

A study of the road situation in Germany indicates that even a more drastic stand has been taken in the control of traffic on dual highways, in that the Germans do not permit of a left hand turn at any point and only allow traffic to enter the dual highways at points adjacent to important centres. They believe that this type of road, which to a large extent is built with increased safety and convenience of movement in mind, can only be made safe if precautions such as these are taken.

Further development being forced on the highway builder is the protection that must be accorded these highways in order that they may be kept as clear as possible of obstructions in the way of buildings of all kinds, signs, poles, etc.

The purpose of the new highway, located largely through private lands, is to provide an uninterrupted flow of traffic movement with safety, convenience and dispatch. This development is bound to suffer defeat if encouragement is given to municipalities to establish themselves along the road, as applies adjacent to the old thoroughfare.

Ontario's problem in the south at the present time is the development of the dual highway from the western boundary at Windsor to the Quebec boundary; from Fort Erie to Toronto and north into the Northland, and from Ottawa eastwards via the Trans-Canada Highway to the Quebec line. While these are of first consideration, other shorter sections will, of course, become necessary as traffic increases and time goes on.

Safety must ever be before the engineer in every move he makes. In all paving construction being undertaken by the province at the present time, added grade width is being provided to permit of sidewalk development. The number of pedestrians killed along our highways last year showed an increase of fifty per cent. in excess of fatalities occurring during the year 1936. The killing of 91 people is altogether too high a price to pay when the possibility of saving lives may be financed with an additional expenditure of little more than \$5,000 per mile. In congested areas the province expects, with the co-operation of the municipalities, to provide many miles of sidewalks.

Protection at highway crossings is also giving the department much concern. For

every railway accident that occurred last year at a level grade crossing, fourteen fatal accidents actually occurred at highway level crossings. More extensive construction of grade separations at highway crossings is receiving intensive study.

In the Province of Ontario we have been guided in our construction, to a large extent, by results obtaining in the United States, where road development has been more extensive. There are situations, however, where we finally found that Ontario must experiment. In this connection, I would especially mention the effects of frost. Ontario has increased the weights of all pavements because of this condition, but even with increased reinforcing and heavier development, we still experience two months of the year when the strongest of our roads heave, become distorted and twisted to such an extent that fast traffic is out of the question during that period. It is true that these roads invariably go back into position without apparent damage, but in the final analysis disturbances such as are suffered cannot help but leave some defect. The consequence is that maintenance costs are in excess of those which generally apply throughout the United States.

Ontario's tremendous highway expenditure has been made with a view to improving conditions for its people. It has also been done to a large extent with a view to obtaining revenue for the Province. At the present time the annual return is approximately \$27,000,000, which is obtained through gasoline taxes and motor car licenses. This, however, does not really

Night shot of Clover Leaf Crossing.



represent the return the province enjoys. We believe it is fair to estimate that the motorist operating a car throughout the province will save, because of the improved condition of the road surfaces, the annual sum of at least \$75 per car, or, on the basis of our total motor car registration, more than \$45,000,000 within a season.

The benefit to the people who are fortunate enough to live adjacent to a paved highway is difficult to estimate. Certainly the relief from dust alone is a big consideration. The marketing and sale of vegetables and fruits within a dust-laden area is almost out of the question, not to mention the condition of a farmer's residence, where he must suffer this most objectionable nuisance.

The case of transportation on the part of the farmer has materially increased his market. It is not uncommon for gardeners to move their produce a matter of fifty miles or even more, and then be much earlier at the market than applied in the horse-drawn vehicle days.

To the manufacturer the movement of his goods by truck has become part of his industry. While there is some contention concerning the relative merits of highway and rail transportation, the manufacturer at least is left in a position where he can decide the convenience he shall select. As inland canal traffic was affected by the development of railways, so, in many instances, is the railway affected by the truck and passenger car. It is estimated that close to seventy-five per cent. of what was formerly railway passenger traffic now moves from place to place by motor car

and bus. In the movement of freight, while it is generally claimed that the long haul by truck is not economical, 74,867 commercial and privately-owned trucks traverse Ontario highways both winter and summer. Surely the fact that ninety per cent. of the trucks operating are owned by Canadian manufacturers indicates their choice of method of transport.

Ontario has had no alternative but to continue building highways. From the very beginning paved roads were popular—miles and more miles. Public opinion not only supported, but demanded increased expenditure. The country asked for border contacts to welcome the visitor to our land; connections between cities, towns and villages in order to give the rural communities the privileges enjoyed by their city cousins. And so this province has been joined together by a fine system of paved highways, where one can motor, winter or summer, with safety, pleasure and comfort.

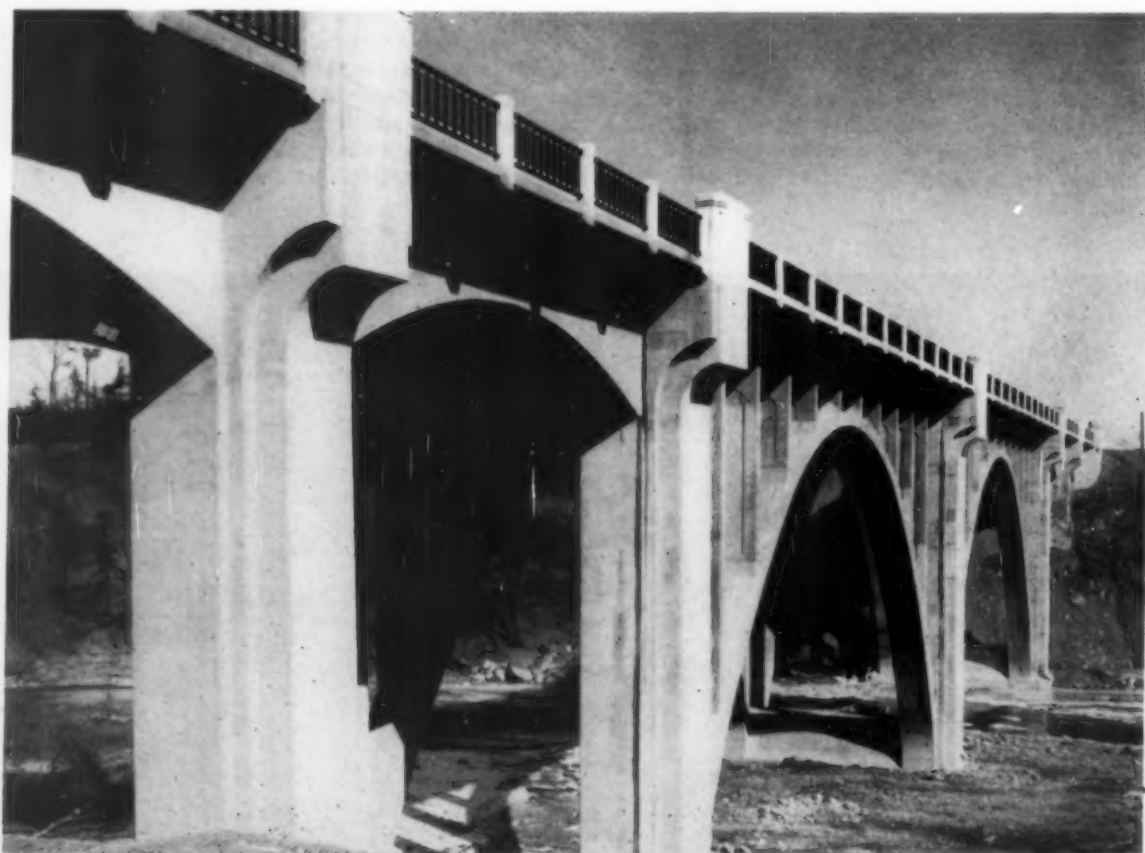
Ontario's highways are so entwined about the life of the province that they have become essentially a part of every activity within the province. It is impossible to conceive of any development in which highways would not play a part. The engineer, in his planning for the future, keeps before him all possible ramifications, visualizing the final effect both from a local and provincial point as well. He must study the area to be serviced, the possible traffic development, the money available, esthetic possibilities, the safety of the final construction, including grades and alignment, main highway intersections, towns and villages, etc. In Ontario all these trials





Photographic Arts

New middle road, connecting Toronto and Hamilton, along which two-way traffic moves without interruption, and its passage over the Oakville Bridge.





Grand River Bridge, Paris.

Cverpass bridge at Burlington.

Photographic Arts



and tribulations beset the engineer. Nowhere is there greater variety, from the rock bound coast of Lake Superior to the muskegs of the clay belts, all with their own particular problems. No heavier work has ever been undertaken than is at present under way between North Bay and Latchford, some one hundred miles in distance, where the province is seeking to break through a mountainous barrier of the hardest rock we have ever encountered. The work is being done throughout the winter, men labouring night and day, that the road may be clear for summer traffic. Only part of this gigantic undertaking can be completed this spring; the balance of the work will proceed next winter, funds being available. In other areas we are fighting our way through swamps, across semi-bottomless muskegs, blasting and filling, hastening consolidation that surfaces, even of a temporary kind, may be placed at the earliest possible date. Frequently the movement of mining, agricultural or pulp-producing equipment await the completion of our efforts.

Ontario has 75,000 miles of road of all kinds, over 17,000 of which are in Northern Ontario. Every mile was built to accommodate tourist, miner or settler. In each case statistics show an increase in population. Sparsely settled as these 350,000 square miles of Northern Ontario are, without organized municipalities or local control, the province is left the entire responsibility for construction and maintenance. Within the southern part of the province the municipalities and the province co-operate, practically all work on secondary roads being undertaken on a 50-50 basis, except King's Highways or trunk roads, which are financed 100 per cent by the province. We have, together, built 4,587 miles of paved surface.

Types of pavements laid in Ontario have, to a large extent, depended upon local materials. While it is true that Portland cement, concrete and bituminous surfaces predominate, many miles have been built of a much lighter type, suitable in areas where summer traffic is the principal concern.

Ontario has still much to do, and particularly in our Northland. The Trans-Canada Highway has not been completed, and just when it will be finished remains in doubt; one thousand, four hundred and seven miles from extreme east to west, and a worthwhile undertaking if no other demands were made upon the Government. But then we have two highways stretching their way across our province, one through the northern clay belt and the other along the rocky cliffs skirting the Lake Superior shore. Each year, as money can be provided, these roads add to their mileage, and slow but sure the time will come when we shall go west on one road and return east on the other. Scenery unsurpassed will be encountered; beautiful lakes, unfished streams and heavily wooded timber lands; 200,000 square miles in all. Vast areas have been set aside by the government as national parks, timber reserves or game preserves. With mineralized zones of gold, silver, copper and nickel showing an annual return of \$200,000,000, and with less than ten per cent of this Northland under development, the public has not the slightest conception of the value of Ontario's natural resources. A problem of government is to provide this northern empire with such an adequate road system that mineral or lake areas, agricultural lands or timber limits will be conveniently accessible and open to all.

Ontario, with its three and a half million people, and an area nearly five times that of the British Isles, extends hearty greetings to all that may visit her; a healthy and a wholesome place, served by an excellent road system, fine railway service and equally satisfactory steamship lines, should one desire this method of transportation. A few short hours bring the visitor to the heart of the lake areas, to our well kept farm lands or to the mining and timber limits of the north country. One may see Canada's "Quints" at Callander, only a day's journey from Niagara. A peaceful province, Ontario is slightly old-fashioned, hospitable and sincere. Its King's Highways spread like a spider's web over its vast area serving its people winter and summer, rain or shine.



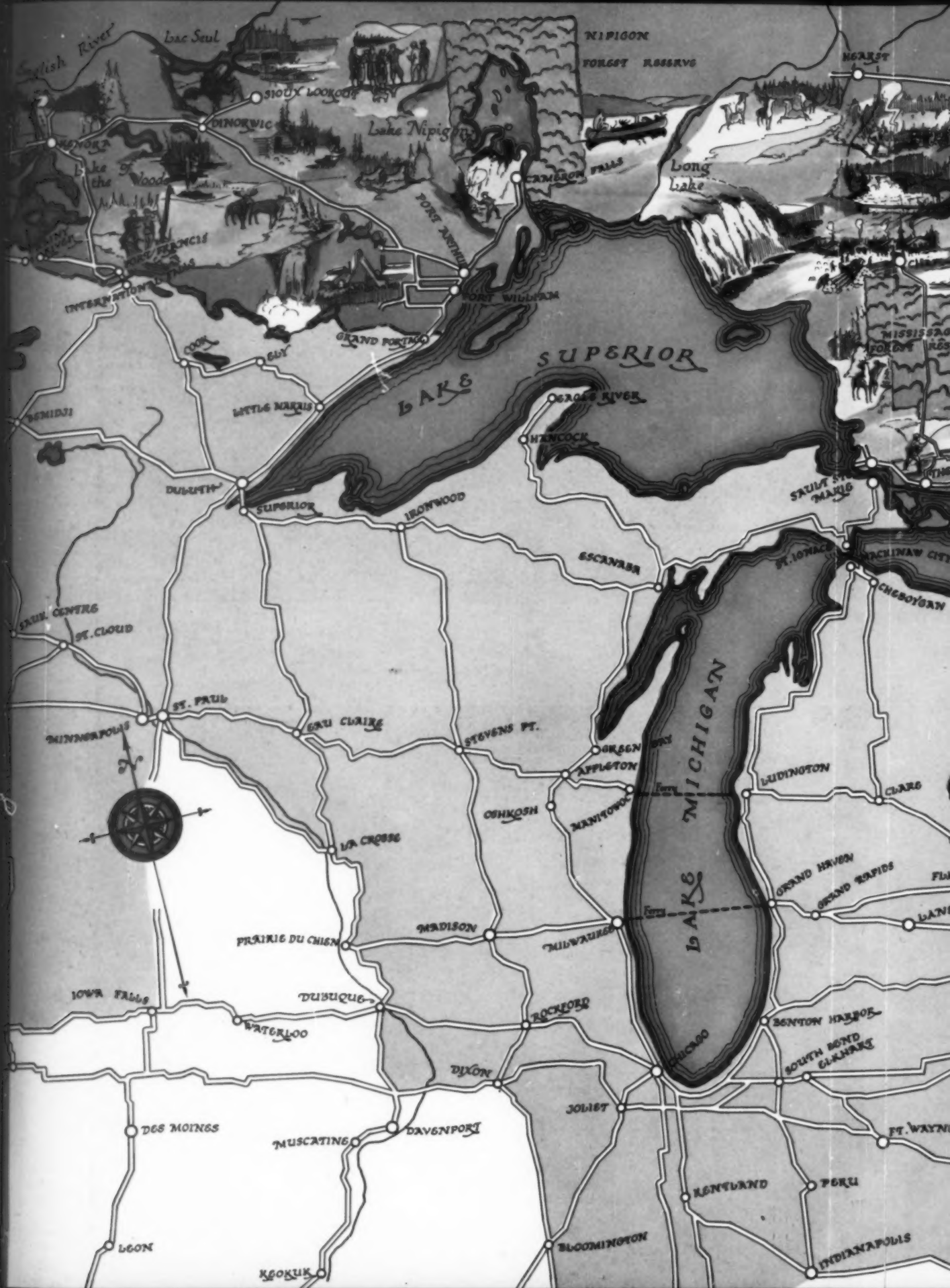
Striking example of highway development indicated by an airview of the traffic circle at the northwest entrance to Hamilton.

(c) Airmaps Limited



Section of Brantford from the air, with Grand River in the foreground.

(c) Airmap Limited



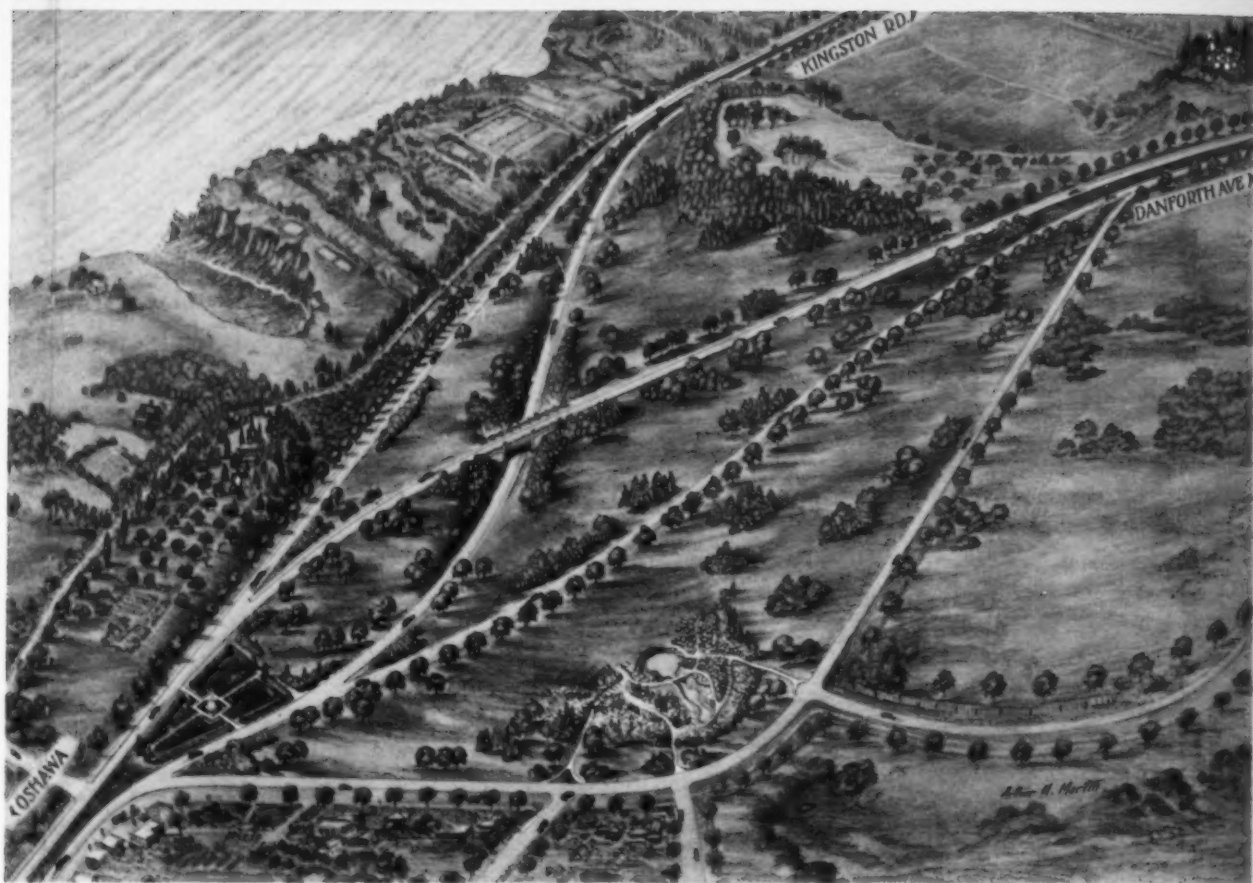




CLOVER LEAF CROSSINGS ON THE KIN

Efficiency and safety provided by the separation of grades at heavily travelled intersections. The "clover leaf" design (Credit (top left), Burlington (bottom left), and Toronto East (top right). From heavy traffic concentrations, the motorist





IN THE KING'S HIGHWAYS OF ONTARIO

leaf" design (top left) on the dual highway insures uninterrupted traffic movement. Typical treatments are indicated at Port
the motorist may travel on excellent highways to Ontario's myriad beauty spots.

DRAWINGS: Envisioned by Alfred V. Hall. Drawn by Arthur N. Martin.



Mosaic made from aerial photographs of Lake Superior shoreline and mouth of Agawa Canyon, indicating manner in which aircraft have facilitated the location of highways



with a maximum of speed and a minimum of expenditure.
(Proposed route of Trans-Canada Highway is outlined by faint broken line that parallels shoreline).

Courtesy Ontario Forest Service.





10



14



11



12

THE KING'S HIGHWAYS IN THE MAKING

1. Getting ready for a consolidation shot in muskeg.
2. Clearing and burning.
3. Drilling rock cut.
4. Sioux Narrows Wooden Bridge, (237' long.)
5. Stripping rock cut by hand.
6. Reclamation drainage ditch.
7. Block holing.
8. Pole track operations.
9. Blasted rock at Kirkfield Quarries.
10. Grader steam shovel service.
11. Making a rock fill.
12. Intensive grading.
13. Leaming wheel grader in operation.
- * 14. Explosives secure immediate consolidation in muskeg.
15. Credit River Concrete Bridge.

Photographs by courtesy of road construction companies, and C.I.L.





Pringle and Booth

Section of the Canadian National Exhibition, a mecca for the annual pilgrimage of a million visitors to view Canada on parade at Toronto (above). Design for Thousand Islands International Bridge (below).





Dual highway development between Toronto and Hamilton introduces artistic effect, combined with provision of safety for drivers and pedestrians.





NEW HIGHWAYS HINTERLA ACCES

Trans-Canada Highway
Schreiber, which provides
territory east of



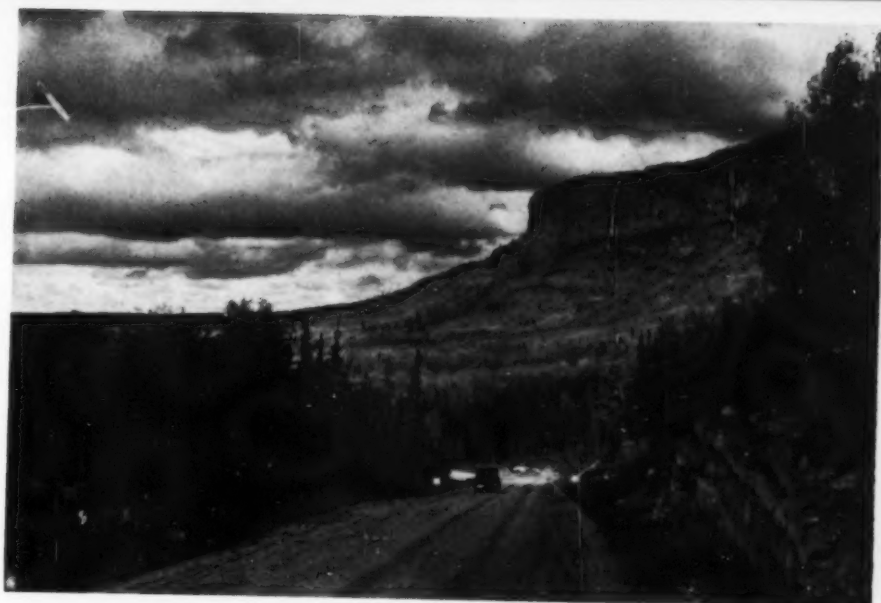
Rossport Harbour.

YS
LA
ES

MAKE ONTARIO'S NDS READILY SIBLE

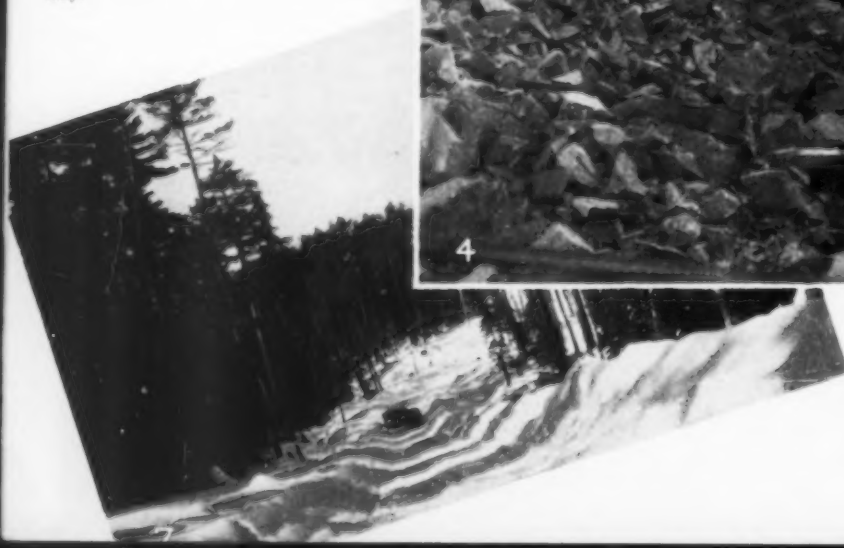
between Nipigon and
entrance to beautiful new
Port Arthur.

Photos Associated Screen News

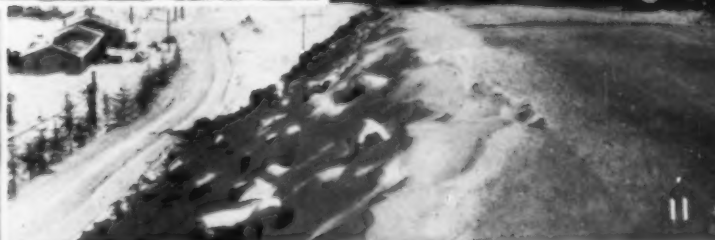


Nipigon Bay





Highway construction continues in winter, as portrayed by scenes in vicinity of North Bay, Powassan, Timagami and Tomiko, operations proceeding twenty-four hours a day.



Operations provide considerable employment and the use of much equipment, explosives and fuel, the temporary market for which will be extended with completion of the highways and development of new regions.





Mouth of Michipicoten River—Mission in centre background.

Sand River, Algoma District (home of the speckled trout).





Gargantua Harbour, Lake Superior.

Montreal River, Algoma District.





LEFT TOP — Brockville.
 CENTRE — Triple Locks, Thorold.
 BOTTOM — London.
 RIGHT TOP — Parliament Buildings, Ottawa.
 CENTRE — Timmins.
 BOTTOM — Welland Canal.

(c) Airmaps Limited



LEFT TOP —Oshawa.
 CENTRE —Basilica of Christ the King, Hamilton.
 BOTTOM —McIntyre Mines, Schumacher.
 RIGHT TOP —Roche Point, Lake Simcoe.
 CENTRE —Kingston.
 BOTTOM —Port Carling, Muskoka Lake.

(c) Airmaps Limited



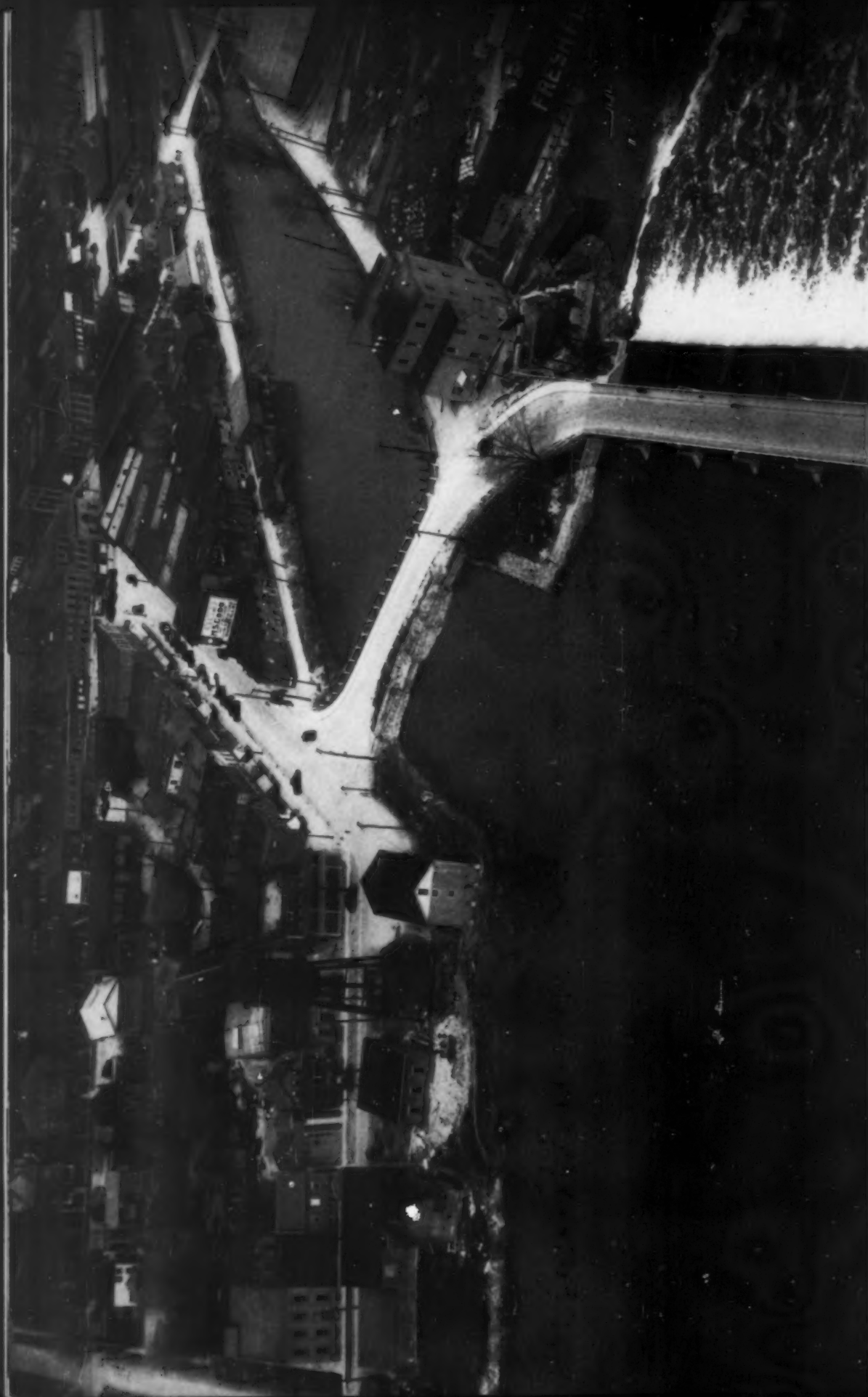
Rugged beauty of lake and river in Northern Ontario is illustrated along the Nipigon-Schreiber Highway (above) and in Agawa Canyon, Algoma District (below).





Tranquil river scenes in Southern Ontario enhance the enjoyment of travellers by automobile, made increasingly available by recent road development throughout the Province. (Above) Credit River, near Milton.
(Below) Nattawasaga River, Simcoe County.





Roadways converging at Dunnville.



Airview of Peterboro.

(c) Airmaps Limited



Broad highways converge on Hamilton.



Famous "Horseshoe Falls", the Canadian section of Niagara Falls.



GLIMPES OF

TOP—Highway
Number Seven.

CENTRE—West of
Cumberland.

BOTTOM—East of
Napane.





RURAL ROADS

TOP—Rock Island,
Orono.

CENTRE—Gravel
Road, Big Lake,
Manitoulin Island.

BOTTOM—Birth-
place of the famous
"Quints"
near Callander.





A DAY IN PARIS

by RICHARD and ALYCE FINNIE

IN early Roman times a tribe called the Parisii camped on an island along the River Seine and started the heartbeat of what was destined to become one of the greatest of world capitals, one of the most brilliant of cities. Recently we devoted several months to the making of a motion-picture record in which typical activities of the men, women and children of Paris are followed around the clock. We propose to have you explore Paris with us, not from a sight-seeing bus but, as we saw it, among the Parisians themselves, through the eyepiece of our candid cinecamera. Let us see something of the life that is going on there right now and which will still be going on tomorrow and everyday, political vicissitudes and upheavals notwithstanding.

Awakening to the street cry of "Les petits radis roses! Les petits radis roses!" we lean out of our window and behold a sea of housetops rising out of the early morning mist and wisps of smoke beginning to curl from a thousand chimney pots.

A crowded day lies before us, so at seven we hasten to the corner *bistro* for breakfast — no bacon and eggs here; in the French manner we stand at the *comptoir* and order a *café nature* and a *croissant*. At the *café* across the street a *garçon* is unstacking tables and chairs, dusting them off and grouping them on the sidewalk. An office worker buys a paper at a kiosk, then swings aboard a passing bus. We turn down a narrow street lined with shops whose every display window is shuttered. One after another the shutters are rolled up by the shopkeepers who proceed to sweep the sidewalk, the dirt and *débris* being carried away by a gutter torrent from a hydrant turned on at this time for this purpose each morning. Farther along the street a professional sweeper wielding a witch's broom directs the flow into the nearest drain. A little group of men stand before a billboard bearing a fresh batch of political placards posted during the night, praising or blaming the fascists, the communists or the royalists.

We descend a subway stairway, buy a second-class ticket and join a throng of workers and housewives milling through a corridor plastered with advertisements. When the train has screeched to a halt at the platform everyone jams into the second-class cars, the first-class section, costing about a half a franc more, being left almost empty.

At Les Halles, the central market, we leave the Métro and plunge into a welter of humanity. It is eight o'clock and activity is at its height; in an hour it will all be over, because by then the streets must be clear and open to traffic. We are pushed and jostled by peasants and tradesmen, either selling or buying, enormous bundles of celery or rhubarb balanced on their heads. Porters brush by, ladder-like racks strapped to their backs; they are ready to carry purchases anywhere for a few francs. Urging you to buy their cabbages are buxom, strapping women wearing fur neckpieces and diamond rings who may well be the very great-granddaughters of those who marched to Versailles to demand bread, and who once knitted in the Place de la Revolution to the metronome of falling heads.

You cannot stop here to gape, you must keep moving and be on the alert or you will be run down by a cartload of lettuce. Before midnight tumbrels piled high with produce were rolling toward Les Halles — "the stomach of Paris." Many connoisseurs aver that three a.m. is the best time to see the market, but we prefer it five hours later when there is a crescendo of trading and bargains galore. Suddenly it is finished: great garbage trucks take their tribute of the leftovers, the good with the bad, and the people disperse, some of them stopping at the Church of St. Eustache, where the aroma of meat and vegetables fuses with that of incense.

Strolling down to the river we lean on the railing of one of the bridges to watch the barges slip up and down stream, the hinged smokestacks of their tugs being hauled down as they pass beneath, while on the decks children play and their

LEFT—"Night Falls, Paris becomes 'La Ville Lumière,' materially as well as figuratively, with buildings and monuments aglow . . ." In the foreground is part of a fountain in the Place de la Concorde. In the centre is the celebrated Egyptian obelisk similar to London's Cleopatra's needle.



mothers, amid bird cages and improvised gardens, do their washing. On the shore, in the shadow of the Institut de France or of the Louvre, people bring their clothes—and their dogs—to wash. On duty is a dog-washer who charges according to the length of the dog, from nose to tail tip. Here and there are the derelicts, sleeping fitfully on newspapers spread over chill cobblestones, or arising and performing their morning toilet; one of them stands before a fragment of mirror set up on the wall, shaving.

Still covered and locked are the famed bookstalls of the *quais*. The vendors will appear about noon, whereupon bibliophiles, collectors of curios and plain passers-by will browse among the old and new books, coins, stamps and prints.

It is yet early, but the inevitable artists and fishermen are already at their posts; the former may catch an occasional worth-while sketch, but the latter have seldom been seen to catch anything. Both are persevering and patient, paying no heed to onlookers.

Proceeding to the Boulevard du Montparnasse we seat ourselves on the terrace of the Café du Dôme — in the golden era that closed in 1929 the hub around which revolved the foreign student and artist life, but now also frequented by solid French citizens; possibly with the devaluation of the franc it may soon again become the haunt of eccentrics who

... talk of the arts and of matters aesthetic;

It needn't make sense if it's just energetic;

Who don't need to write and don't have to paint,

So long as their aspect suggests what they ain't . . .

But at present Montparnasse is a true students' and artists' quarter made famous by Svengali and Trilby, and the few Bohemians one glimpses are sincere enough.

TOP:—"Post-prandial diversion is sought at La Bourse, the Paris stock exchange, whose outside steps seethe with stockbrokers and their clerks buying and selling. They are vociferous and excited, but good-humouredly so . . ."

CENTER:—A stall at the Marché aux Puces in Paris (The Flea Market) where everything from wooden shoes to opera hats may be bought at fourth or fifth hand. There are some choice items in the collection shown here.

BOTTOM:—In the Champs Élysées goat-cart rides bring joy to children's hearts.

We dash off to the more conservative Right Bank and the Grands Boulevards to watch Paris do its shopping. In front of the great department stores, the Galeries Lafayette and the Printemps, high-pressure clerks are feverishly hawking wares to passers-by, for even the largest retail establishments do not believe in letting any prospect remain unsolicited or unattracted, whether entering the store or staying out of doors. We enter, however, and are hoisted from floor to floor in an elevator whose glass sides give us a view of all the ornate and well-lighted tiers of departments. Besides the usual lines of merchandise there are sections featuring *bibelois* made by the store's own artists and provincial craftsmen.

The department stores notwithstanding, one usually thinks about shopping in Paris in terms of the little *boutiques*. But, alas, the quaint, symbolic signs denoting the wares of the butcher, the baker, the candlestick-maker, once so characteristic of Paris and all France, are becoming all too rare.

In a mood for shopping of a different sort we board the nearest Métro, get off at the Porte de Clignancourt and find the Marché aux Puces—the Flea Market—aptly dubbed, no doubt, where everything from sabots to opera hats may be bought at fourth or fifth hand. Before the squalid shacks of the vendors, strung along several blocks, are jumbled masses of rickety furniture of a bygone day, ancient cameras, bronze clocks, phonographs (cylindrical records), telephones, human skulls, et cetera *ad infinitum*. And as to pictures, we meet a Japanese collector who elatedly displays what he is sure is a genuine Toulouse-Lautrec he has just picked up for fifty francs.

It is noon and Paris settles down to its leisurely luncheon. Afterward the *pâtis-siers*, the *bijoutiers*, the *épiciers*, and the tradesmen and labourers in general find post-prandial diversion in a quiet and



TOP:—Morning in Paris. One of the shopkeeper's first chores is to sweep the sidewalk in front of her shop, and the dirt is carried away by a gutter torrent from a hydrant turned on at this time for this purpose.

CENTER:—Some of the famed bookstalls of the Paris *quais*, where bibliophiles, collectors of curios, and plain passers-by browse among old and new books, coins, stamps and prints.

BOTTOM:—Parisians of all classes dine leisurely and well. Here three workmen have been caught by Richard Finnie's candid camera as they relax after luncheon, chatting, smoking and perusing a newspaper, seated at a sidewalk table before a little *café*. The favoured footwear of such men—and their wives—is likely to be carpet slippers or canvas *espadrilles*.

convivial game of manille in a thousand cafés and *bistros* all over the city.

A different yet perhaps related post-prandial diversion is sought at La Bourse, the outside steps of which are seething with stockbrokers and their clerks engaged in buying and selling. They are vociferous and excited, but good-humouredly so, and many a deal will be finally consummated over coffee cups in one of the cafés across the street.

What is that creamy dome dominating the hill in the distance? It is the Sacré-Coeur, atop Montmartre. Clumping over cobblestones, through narrow streets toiling up steep stairways, we reach the Place du Tertre on the summit just in time to witness two taxis vainly trying to pass one another in a debouching lane. Imprecations prove of no help, so one backs up, the other moves forward.

What a magnificent view of Paris from here! But down we go, part way in a *funiculaire* reminding us of the one in Quebec City, and toward the Place Pigalle, when what should we see but a waiter running in the middle of the thoroughfare, balancing on one hand a tray arrayed with brimming glasses and a bottle. Another follows, and still another, each with a similarly laden tray. It is *une course au plateau*, a race for waiters, and we learn that the one touching the tape first will not necessarily be the winner, but rather the man who covers the route in the least time, spilling the least liquid.

We journey back to the Left Bank, turn off the Boulevard du Montparnasse and wind up at the Académie Colarossi. Founded early in the 19th Century this little art school has helped to success many a student from many a country. A sketching class is in session, and we enter the studio on tiptoe. The students, men and women, from eighteen to eighty, of various races and nationalities, are working in pencil, charcoal, watercolours, pastels or oils; and they are working tensely, for the model on the dais will hold her pose only a few minutes before assuming another.

A few blocks away in the Luxembourg garden children are sailing sailboats in a big pond, rolling hoops, building sand-castles, or riding in goat-carts; mothers and nurses knit while looking on benignly, and seated beside them on the benches young lovers make love unabashedly. Statues of

the queens and other illustrious women of France circle the setting, and back of the pool stands the Senate, once the palace of the Medicis. It is fairly safe to wager that nearly every renowned or obscure Parisian has played in the Luxembourg in his childhood.

Now let us take an hour's walk that will enable us to absorb the maximum life and beauty that could be offered by any metropolis. Pausing at the Church of St. Julien le Pauvre, centuries older than any other church in Paris, we cross to the Ile de la Cité where, in the shadow of Notre-Dame, we come to the Pet Market. Here anyone may at a profit dispose of his excess kittens, puppies, canaries or goldfish.

Over another bridge we tramp to the Right Bank, contemplate the Conciergerie, which held Marie-Antoinette in her last days, continue beyond the Louvre through the ineffably charming gardens of the Tuilleries, where the fattest pigeons in the world are being hand-fed, until we reach the Place de la Concorde, around and across which automobiles race in every direction, seemingly without regard for life and limb. We watch our chance and dart like frightened rabbits to the opposite side.

Here begin the famous Champs Elysées, another paradise for children. Goat-carts and donkeys go by, some tots spin on a merry-go-round, others watch a Guignol show, the counterpart of Punch and Judy.

Nearby is the unique Stamp Market: meeting informally twice a week, earnest philatelists, young and old, buy, trade and sell stamps, talk about them and show them to one another with such intense concentration that nothing in the world seems to matter except stamps.

The head of the Avenue des Champs Elysées is crowned by the Arc de Triomphe and the Etoile. Thence our stroll takes us along the Avenue du Maréchal Foch, where stylishly clad youngsters play under the careful eyes of English nurses, until we attain the Bois de Boulogne and its lake. Bourgeois families are picnicking, feeding the swans, or rowing with aimless enjoyment in rented boats. Meanwhile hawk-like crones move from chair to chair at the water's edge collecting a fee from each sitter—a time-honoured practice at which they are incredibly adept and few victims ever escape.

The sky darkens and big drops of rain patter down. Everyone runs for cover and the park seems deserted, but soon the sun smiles again (it is often thus in Paris), concessionaires wipe dry their boat seats, and the quiet fun recommences.

En route to the Bois we overlooked the Place Vendôme, for after all no Paris visit can be complete without some contact with this luxury centre of the world. Even though we may not be prospective clients, we can at least admire the "diamonds as big as the Ritz" in the jewellery shop windows, and then venture into the establishment of one of the Grands Couturiers, starting our inspection beneath the eaves, where the petites mains dexterously sew, not on mere dresses, but on "creations." The climax, however, is the showing of the season's Collection by austere mannequins who drift with an air of bored detachment in and out of a Louis XV salon, each time wearing different dresses, while well-to-do women of fashion look on.

It is five o'clock. Whether at the Rond Point of the Champs Elysées, at the Deux Mâgots, or at the corner *bistro*, fashionables and unfashionables are sipping tea or *apéritifs*. Far beyond, at the Place de la Nation, there is proletarian entertainment being purveyed by strong men and acrobats, by shooting galleries and shoot-the-shoots, by variety performances and games of chance, all features of one of the street fairs that have flourished in Paris for centuries. Changing only in detail, their spirit is always the same, and they shift from one *arrondissement* to another through the seasons.

Night falls. Paris becomes "La Ville Lumière," materially as well as figuratively, with buildings and monuments aglow and with electric signs ablaze everywhere. We dine at Maxim's, a restaurant immortalized in "The Merry Widow," where in gay times

boulevardiers quaffed champagne from their ladies' slippers. But no such antics are in evidence just now, and the strains of the orchestra are not reminiscent of "The Merry Widow;" the tempo is "swing" and the cornet wears a derby.

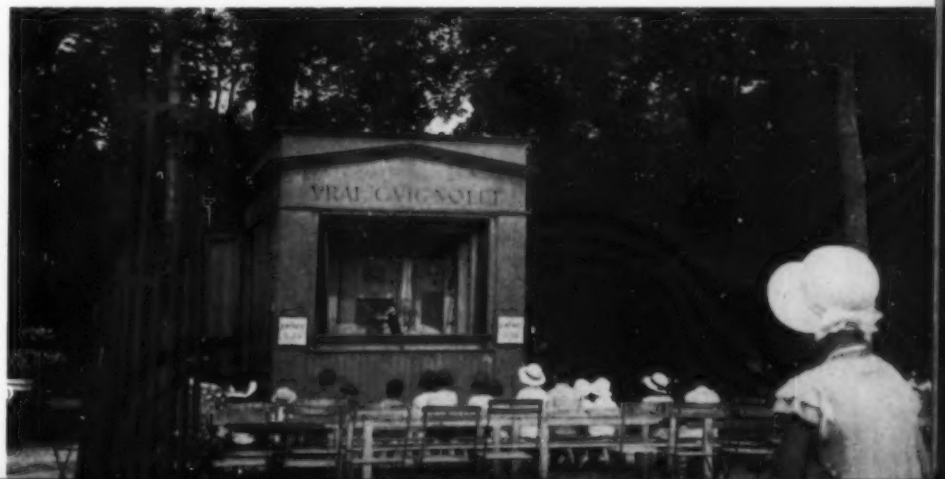
Before dedicating the remainder of the evening wholly to revelry we ease our conscience by sandwiching in a bit of serious pabulum, reverently passing through the portals of the Comédie Française, often referred to as "the House of Molière." Founded by royal ordinance in 1680, it is a State theatre, the foremost of France. Here one may see all the classic plays, though the modern dramatists like Henri Bernstein are not neglected. Today, as in the past, the artists are stockholders in the theatre, but a new sidelight is that many of them are also stars of the French cinema.

From the sublime to the ridiculous we go from the Comédie Française to the Cirque Medrano. We are here primarily to laugh at the antics of the three Fratellini, France's most celebrated clowns, each of whom wears the ribbon of the Légion d'Honneur.

It is nearly midnight. Away we go, tired, but not too tired, to the Bal Tabarin, comparable to a New York night club and reputedly offering the most sprightly entertainment in Paris, whose *pièce de résistance* is the French cancan. A generation ago condemned by the puritanical as vulgar and shocking, we find this high-kicking dance in ruffled petticoats and black silk stockings innocuous and delightful.

It is nearly three o'clock in the morning. We hail a taxi and drive homeward, crossing the now deserted Place de la Concorde. A cart piled high with carrots and cabbages rumbles toward Les Halles. This is reassuring; it is evidence that preparations are being made for the coming day's performance of the never-ending Exposition that is *Paris*.

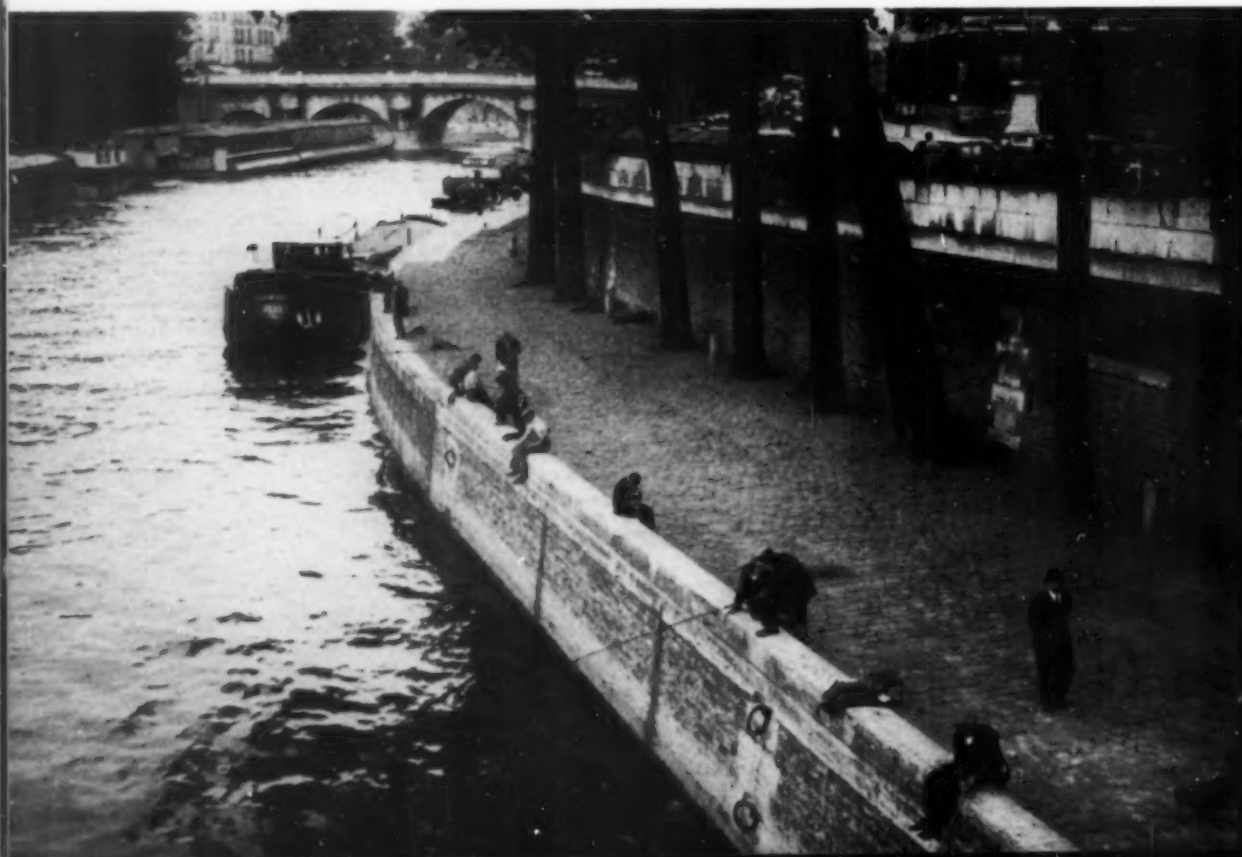
Paris would not be Paris without the Guignol show—a counterpart of the English Punch and Judy. This one is in the Champs Elysées, and a little girl looks on wistfully from behind a chain, lacking the 50 centimes which would admit her to the magic enclosure.

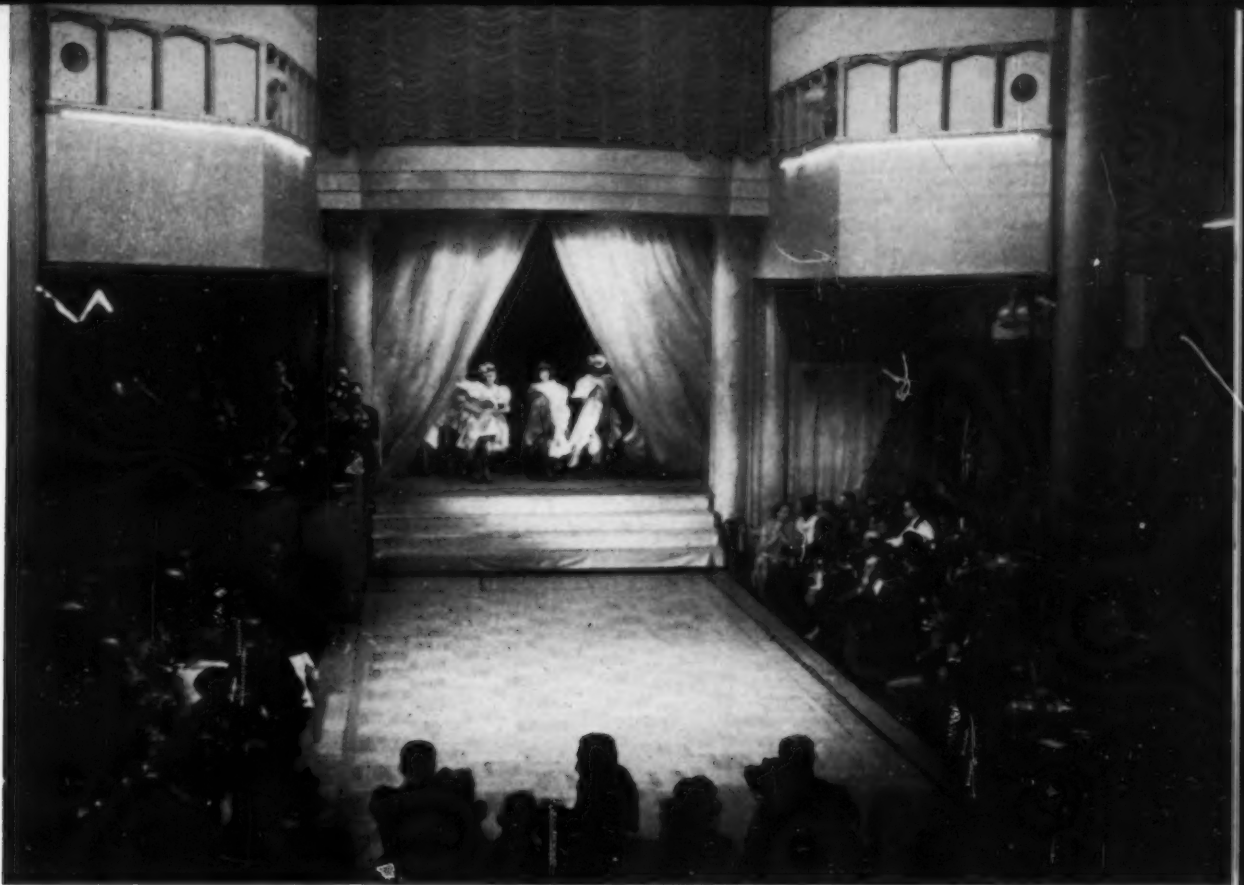




Raymond Delamarre, one of the outstanding modern French decorative sculptors, at work on one of a group of figures to surmount the rebuilt Trocadero. He apparently considers the wearing of a smock unnecessary—much less a beard or a flowing tie.

From morning to night, all along the Seine River as it runs through Paris, hundreds of fishermen patiently sit or stand, dangling hooks and lines that have seldom been seen to catch anything.





At the Bal Tabarin, one of the most popular of the Paris night resorts where people may dine, dance, refresh themselves and enjoy a variety show, a presentation of the celebrated French cancan is just beginning. This high-kicking dance, once denounced by the puritanical, nowadays seems innocuously amusing.

Typically Old Paris is this winding, narrow street whose stone buildings, still occupied, date back to the 16th Century or earlier. Below and to the right of the quaint gas lamp is a poster advertising "Le Cirque Sans Bluff" (the Circus Without Bluff) introducing an amusing Anglicism.





THE GOLDEN NORTH

LABRADOR AND THE NORTH SHORE

by LEO COX

(Illustrations by courtesy Clarke Steamship Co., where not otherwise credited.)

THE Arctic and sub-Arctic regions are receiving more and more attention from scientists, writers, artists, and from travellers looking for something new and unspoiled. The North is still a virgin region for the tourist whose interest in lands hitherto associated only with the names of explorers has recently been awakened by such books as Rockwell Kent's "N by E," Grenfell's works on Labrador, by spectacular air flights over the northern wildernesses, and by the log of such Arctic-going ships as the "Nascope." Tales of mineral wealth hidden away in Labrador's fastnesses, the optimism engendered by such books as Stefansson's "The Friendly Arctic," and the enthusiasm of the as yet few tourists who have savoured the austere beauties of the northern sea-coasts, all have contributed towards changing the popular conception of a white polar wilderness to the more accurate one conjured up by the epithet "Golden North."

The wild thrill of kinship with the explorer is not the least of the attractions of cruising on this fringe of the Arctic. Sir Wilfred Grenfell whose name must always be associated with Labrador, claims in his medical wisdom that the climate is one of the healthiest and most invigorating in the world. No land better repays a visit, in health dividends, than his beloved Labrador.

Yet from earliest recorded Atlantic history Labrador has been branded as a grim, inaccessible country of ice and rock, a kingdom of mystery and melancholy cold — a lonely gesture of the Arctic's sinister hands toward a happier clime. Leif Ericsson, Norse adventurer of the 11th century, spoke of it as "a land good for nothing." Jacques Cartier, centuries after, called it "the land which God gave Cain." It has remained for modern poets and artists like Rockwell Kent, for humanists like Grenfell, to discover its real

beauty and charm and reveal it in its true and splendid light.

Southern Labrador has, in fact, a glorious summer climate, fertile valleys, a rich hinterland of forest and stream. There are plenty of signs that it is coming into its own. Hints of rich mineral deposits, recent pulp and paper exploitation, the surveys done by Newfoundland Skyways' aircraft in the last two years, and the popularity of the Clarke Line Labrador summer cruises from Montreal; all contribute to a brighter destiny for this hitherto unknown land of Eskimo, Indian, fisherman and trapper.

From Cape Chidley in the extreme frosty north to the comparatively warm luxury of the Belle Isle coasts, Labrador is an elemental land with certain natural attractions excelling those of Norway. The beauty of its rocks, islands, harbours and fjords is intensified by ice formations and Arctic wild life. Its Eskimo and Indian peoples offer an interesting study in contrasting primitive sociology. Inland, especially in the Hamilton Valley, lies a vast area of rich forest as yet untouched by man but at present being surveyed for pulp interests. The turbulent Hamilton and its great tributaries provide a natural means of exploring this hinterland, and it is possible to travel across to Hudson Bay. It may be years before this country is opened up for even the hardest tourist, although Newfoundland Skyways now operate a commercial summer air service from Northwest River into the interior for survey parties. If ever the tourist comes, there will be plenty to interest him: the Grenfell Mission near Northwest River, picturesque Lake Melville, and far up the Hamilton the spectacular Grand Falls which are over 300 feet high.

Labrador's history is in the records of her explorers. Leif Ericsson wandered from Greenland along its coasts in the 11th century. Traders, Jesuit Missionaries and

Left:—Top—The Harbour at St. Anthony, Northern Newfoundland, headquarters of the Grenfell Mission, is always animated in summer-time. Here we see a Mission ship in dry dock undergoing repairs, and a Clarke freighter.

Bottom—This study of an 81-year old fisherman at Harrington Harbour, Quebec Labrador, reveals something of the sturdy character of the Labrador fisherfolk who wrest a difficult living from the Arctic sea and rock.

the Oblate Fathers, *coureurs de bois*, Hudson's Bay Company factors, travelled in Labrador at various later times. But it remained for explorers like John McLean (1840), Father Lacrosse (1875), R. F. Holmes (1887), Cary and Cole (1891), Bryant and Keniston, Dr. Low (1896), to discover the great, rich area surrounding Grand Falls, 250 miles above Hamilton tidewater. And today the future looks bright with promise for this lonely land.

It is impossible to think of Labrador without extolling Sir Wilfred Grenfell and the heroic work of his Mission among its fishermen and in Northern Newfoundland. Ever since he first came to these shores over forty years ago as an idealistic doctor, his life and work here have been an example of self-sacrifice that has few equals in Christian annals. A visit to St. Anthony, the Mission headquarters in Northern Newfoundland, is a real lesson for a humanitarian. Not only is medical, social and educational relief carried on here on a highly intelligent and artistic scale, but here the soul of a people is being saved and made fit for a bright destiny.

The first mission established was at Battle Harbour on isolated Battle Island, just northwest of Belle Isle, over forty years ago. Burned down in 1930, the hospital was rebuilt at St. Mary's River, near Northwest River. This and four other similar units serve 1500 miles of coast, much of the relief work being done by dog-sled and by boat. Other posts are at Forteau Bay, near Point Amour, an old French fortress first established in 1630; and at Harrington, in Quebec territory where the Mission was built in 1907. At all these posts the visitor is impressed by the gay courage of the Grenfell workers, the modernity of their equipment, and the excellence of the native handicrafts designed and produced under the direction and inspiration of St. Anthony.

At Harrington especially, the churches and school are of particular interest and the centre of life of Quebec's farthest post office. Among other Labrador settlements are Mutton Bay and Blanc Sablon, a fishing station dating back to Cartier, and the nearest point to the Labrador boundary.

Neighbouring Bradore Bay, on the Strait, is said to be the site of a half-mythical city of Brest, founded long before Quebec and said to have possessed "200

houses and 1000 people in winter, and thrice that number in summer."

Near this coast, the Labrador cruise ships pass Greenley Island, first described by Cartier in 1534, a bird sanctuary and lighthouse station which became famous in 1928 as the landing-place of the "Bremen"—first aeroplane to cross the Atlantic from east to west. The Clarke Steamship Company have erected on the exact site of the landing a memorial tablet as a tribute to the three aviators who made this historic flight.

Cruising westward from Labrador the sombre, mountainous coast gives place to long stretches of silver sand, with forested hills behind, broken frequently by rivers born in the Labrador mountains. Here and there are fishing villages, trading posts and Indian settlements founded in the 17th and 18th centuries.

Natashkwan, named by Cartier in 1534 after an Indian chief, is the last civic municipality on the coast, and is an important fur-trading station where the Indians must be much the same as they were 400 years ago.

Havre St. Pierre was once called Eskimo Point because it was the most westerly spot ever reached by the Eskimo folk. They have now disappeared. This thriving town boasts a modest cathedral and a fine convent school. It was a transfer point on the experimental relay air mail route from Montreal to Belle Isle.

In nearby Mingan, part of an old seigniory, is a long cabin built by Donald Smith, then a Hudson's Bay Company factor, who later became Lord Strathcona. Louis Joliet, one of the discoverers of the Mississippi, is said to be buried on a nearby island. Farther west are Thunder River and Seven Islands. The latter was visited by Cartier in 1535, and, like most of the other North Shore ports, has been in French and English hands in turn. It is now one of the leading North Shore points with an important lumbering, salmon and cod trade. Close by is the great Moisie River, one of the finest salmon streams in North America and site of one of the most exclusive fishing camps in existence. The Indian Reserve at Seven Islands is a great attraction for visitors. Nine miles inland, connected by the most easterly stretch of railway in Canada, is Clarke City, a pulp and paper town built and developed by the Clarke



Unloading supplies for a mining survey camp at Ashuanipi Lake, in the interior of Southern Labrador.

Dominion Skyways.

Bare rock, with stunted berry-bearing shrubs in sheltered places, is characteristic of the coasts around Battle Harbour. On the horizon, Belle Isle is visible.

Leo Cox.



Cruising close beneath towering Capes Trinity and Eternity, near Ha Ha Bay on the Saguenay River.



Sealskins stretched to dry on the roof are a common sight in Forteau Bay and other Labrador ports.



From this isolated wireless station at Battle Harbour, Labrador, Peary is said to have broadcast to the world the message that he had discovered the North Pole. It keeps the North informed of the news of the world.

The Cathedral at Havre St. Pierre, on the North Shore.





Two churches,
school, and the
Grenfell Mission
hospital, at Har-
rington, Quebec
Labrador.

Leo Cox.



This church-bell is
anchored to the
ground outside a
Forteau Bay church,
Labrador.

Leo Cox.



A street scene in
peaceful Havre
St. Pierre, North
Shore.

Leo Cox.

family whose steamships now serve all these North Shore ports from Quebec. These vessels, by the way, form the only link with the outside world which most of these settlements have.

Between here and Tadoussac are the timber and pulp ports of Shelter Bay, Godbout, Franklin, Portneuf, and Les Escoumains (with a ferry across the St. Lawrence).

Near Godbout is the newly-created pulp and paper town of Baie Comeau, which sprang up in 1937, through the legerdemain of modern engineering. Here the Ontario Paper Company have a newsprint mill which by June this year will be turning out 300 tons of newsprint a day.

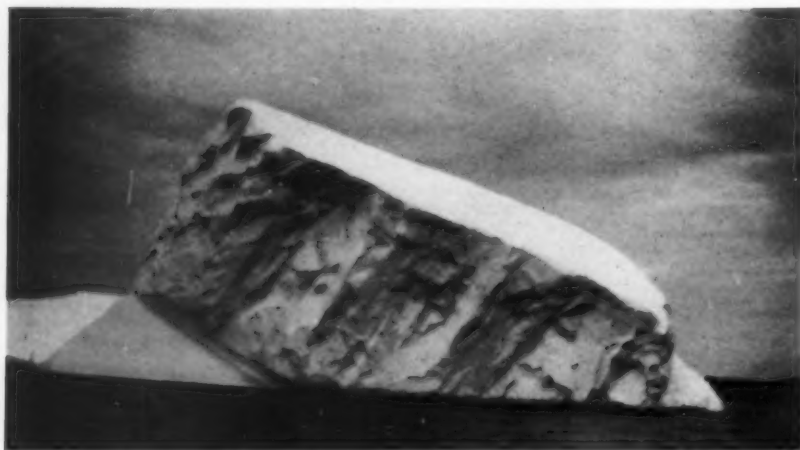
The wilderness here has undergone an unbelievable change. The bush has given place to a modern townsite complete with water lines, sewer mains, comfortable residences, stores, a church, theatre and amusement facilities, office buildings, and all the paraphernalia of a paper mill. The power is derived from Outardes Falls, 16 miles away. Ship communication is mainly with Rimouski across the St. Lawrence, with commercial passenger accommodation on the trim yacht-like motorship "Jean Brillant."

Portneuf may be reached also by an excellent provincial highway from Tadoussac, recently constructed through virgin bush, muskeg, swamp and peat lands along a picturesque shore-line.

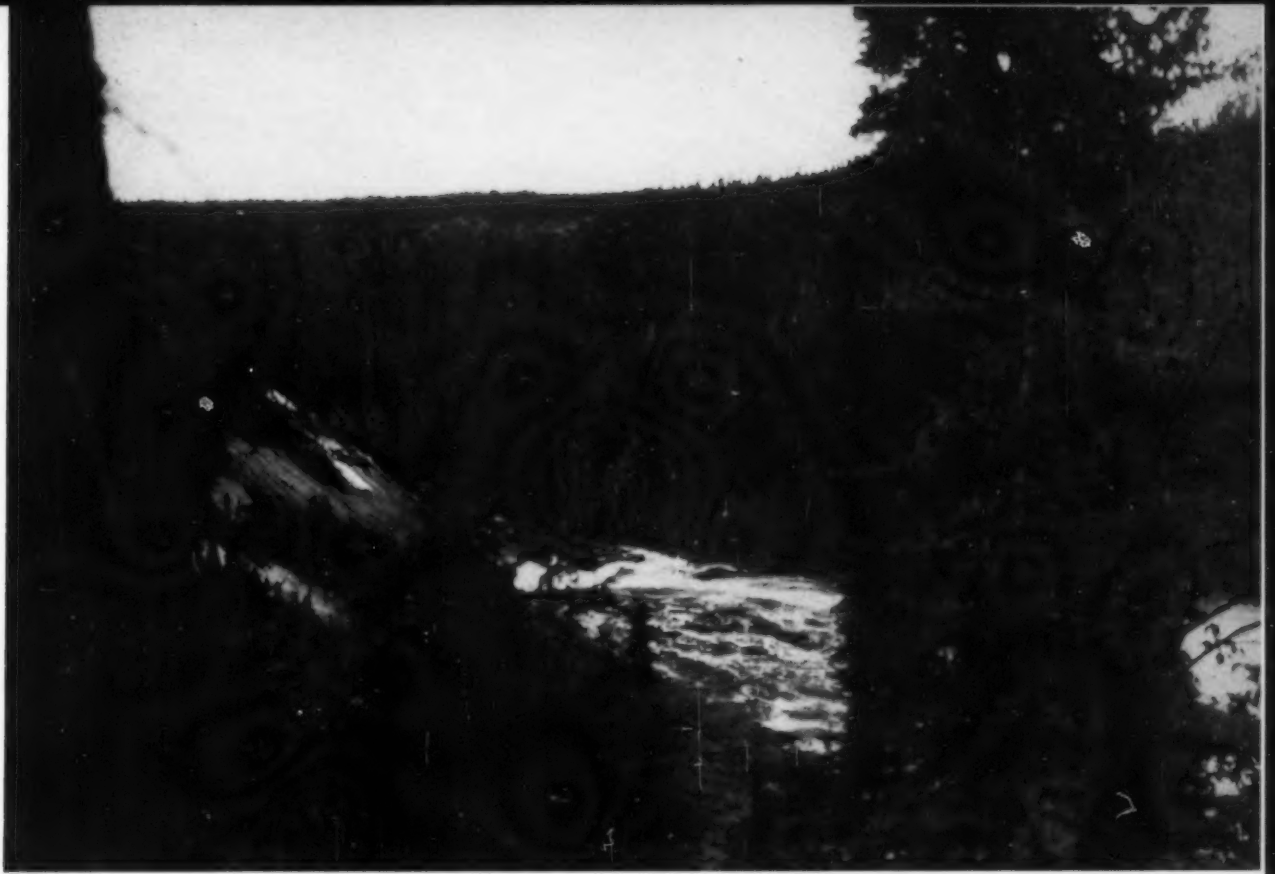
This highway is an added attraction for visitors to ancient Tadoussac whose romantic history, magnificent location, and unsurpassed fresh-water fishing in the lakes behind it, are so widely known already.

A ferry from Tadoussac across the Saguenay to Baie Ste. Catherine provides the motorist with an outlet into all Quebec. The superb Laurentians, the Laurentides Park, and the Lake St. John region are now served by highways as well as partly by rail.

But most tourists will, with or without car, still prefer to sail up the Saguenay and enjoy, whether for the first or hundredth time, the rare thrill of a cruise up what is perhaps the finest fjord in the world. What words can describe effectively the almost sinister grandeur of this vast deep canyon through the Laurentians, the forest-clad cliffs towering 2,000 feet above the ship and climaxed by the lonely splendour of Capes Trinity and Eternity — one must see for oneself to believe that such beauty exists!



Icebergs are a feature of the seascape in early summer, off Battle Harbour, Labrador.



Characteristic view of Hamilton Valley, Labrador.

Dominion Skyways.

Pulpwood on the Humber River, near Corner Brook, Newfoundland.





One of the few existing pictures of Grand Falls, on the Hamilton River, Southern Labrador.

Dominion Skyways

The harbour at Corner Brook, Western Newfoundland.



EDITOR'S NOTE BOOK

R. M. Smith, B.Sc., who contributes in this issue "The King's Highways of Ontario," is Deputy Minister of Highways for the Province of Ontario, and is well qualified to write on the subject.

Born in Kingston, Ontario, he attended the Kingston Collegiate and Queen's University, where he obtained his degree in Civil Engineering.

M. Smith joined the staff of the Ontario Department of Mines in 1911, and spent three years on geological survey work in Northern Ontario. He was transferred to the Department of Public Works in 1914, and in 1916, when branches were separated, to the Department of Highways. He was appointed Chief Engineer of Highways in 1925 and Deputy Minister. When the Department of Northern Development was amalgamated with the Department of Highways in 1935, Mr. Smith became Deputy Minister of the combined departments.

Richard Finnie, Fellow of the Canadian Geographical Society, and the author of several articles which have appeared in the Journal, is known especially for his extensive travels in the Canadian Arctic about which he writes and lectures internationally. It is interesting to note that Mrs. Finnie collaborated with him in the preparation of "A Day in Paris" in the present issue. Of French parentage but born in San Francisco, she received the degree of Master of Arts from the University of California; and it was while doing post-graduate work at the Sorbonne in Paris that she first met Mr. Finnie a number of years ago. It is with understandable enthusiasm, therefore, that they write of their recent return to Paris together.

Readers who are amateur photographers may like to know that the illustrations for "A Day in Paris" were made by Mr. Finnie with a Rollei-flex camera and Agfa Superpan film.

Leo Cox: born in London, 1898, educated in England, served throughout the war with Canadians. Writer, poet and advertising man of Montreal. Has published three volumes of verse: "Sheepfold," "Wind in the Field," and "River Without End." Is close student of St. Lawrence Valley and Gulf.

ERRATA — FEBRUARY ISSUE

"The Petroleum Industry of Canada." Omitted Footnote page 71—Photographs by courtesy of the Imperial Oil Company Limited where not otherwise credited.

ERRATA—MARCH ISSUE

"Fibres of Gold" Transpose pages 110 and 114. Page 110, para. 1, column 1, line 13, "today is one of the largest independently owned."

"Ships Canals of Europe" Transpose titles on pages 150 and 151.

Kindly mention CANADIAN GEOGRAPHICAL JOURNAL when replying to Advertisements VII

She gets
\$10 A MONTH
for 30 years and 11 months

THEN \$1000. IN CASH

POLICY NO 418,647

Mutual Life Assurance Company of Canada
Waterloo Ont.

Pay To Beneficiary
MUTUAL LIFE
\$1000.00

All because
HER HUSBAND PAID \$19.85

On September 1st, 1937, the manager of a telephone exchange in a Saskatchewan town, 29 years of age, obtained from The Mutual Life of Canada a \$1,000 FAMILY INCOME POLICY. The semi-annual premium was \$19.85.

Thirty days later he was drowned while crossing a lake in a canoe with two other men, who also lost their lives.

Under the terms of this Mutual Life FAMILY INCOME Policy the \$19.85 paid to the Company will bring his widow

- (1) AN INCOME OF \$10 A MONTH, FOR 30 YEARS AND 11 MONTHS—to the time he would have been 60 years of age had he lived.
- (2) ANNUAL DIVIDENDS DURING THIS PERIOD.
- (3) \$1,000 WILL BE PAID TO HER IN CASH AT THE END OF THE INCOME PERIOD.

Altogether she will have received \$4,710 plus dividend additions.

According to the claim papers this is the only life insurance policy they owned. Had it been for \$2,000 the widow would have received \$20 a month and \$2,000; had it been for \$5,000 she would have received \$50 a month and \$5,000.

The protection YOUR family needs is A GUARANTEE OF REGULAR INCOME.

We invite you to enquire about The Mutual Life FAMILY INCOME Policy by telephoning or writing our nearest branch office, or our Head Office at Waterloo, Ontario.

MUTUAL LIFE
OF CANADA

Established 1869

HEAD OFFICE - WATERLOO, ONT.

"Owned by the Policyholders"

Mutual Life of Canada,
Waterloo, Ont.

G

I am interested in The Mutual Life FAMILY INCOME POLICY. Please send me further details at my age.

Name

Address

Occupation Date of birth

THE MINING INDUSTRY OF ONTARIO

SEARCH for the northwest passage and the valuable fur trade led early French and English explorers to Hudson Bay and the northern regions of Ontario.

In the year 1686 one Sieur De Troyes and his company reached Lake Timiskaming, and guided by an Indian found a lead deposit on the eastern shore of the lake. Martin Frobisher brought a shipload of iron pyrites from the coast of Hudson Bay for Queen Elizabeth under the impression that it was gold. Jesuit missionaries reported copper from Lake Superior, and Alexander Henry, about 1770, formed a company to smelt the ore at Pointe aux Mines. A blast furnace was erected in 1800 at a waterfall on the Gananoque river, and bog ore was smelted by Joseph Van Norman in Norfolk county in 1822. The famous Silver Islet mine, developed in 1868 on a tiny island in Lake Superior, produced between three and four million dollars worth of silver. A large deposit of copper sulphide at Bruce Mines on the north shore of Lake Huron was opened in 1847. Concentrates containing 15 percent. of copper were shipped to England at a profit. The first discovery of gold was made in 1866 in an Aladdin-like cave near Madoc. In 1909 Benny Hollinger, Aleck Gillies, Harry Preston and Sandy McIntyre found rich deposits near Porcupine lake, and gave the first real impulse to the gold-mining industry now yielding many million dollars per annum. These discoveries were followed in 1911 by even richer finds at Kirkland Lake. The Hollinger, Lake Shore and other mines in these two fields rank high in the list of rich and productive mines of the world. Gold was found at Larder Lake in 1906 by an Indian named To-ne-ne. For a time the field lay idle, but the Omega is now producing gold and the large Kerr-Addison is on the point of production. Discoveries at Red Lake in 1924 led to the establishment of a group of important mines, among them Howey and McKenzie Red Lake. Discoveries at Crow river in 1928 led to the opening of Pickle Crow and Central Patricia mines. At Little Long Lac, Tony Oklend and Tom Johnson found gold in 1931, and the Little Long Lac, Hard Rock, McLeod-Cockshutt and other properties are proving the value of the field. In 1816 the first oil well in the Lambton field was sunk to a shallow depth but was quickly followed by deep wells, which were very productive at the start. Many of them still continue to yield oil though at a reduced rate. Natural gas was produced in 1937 to the value of about seven million dollars, and furnishes fuel for about 600,000 people. Many other substances, such as graphite, gypsum salt, talc, etc., are produced, for the list of the minerals of Ontario is a long and varied one. The total value of minerals won in 1937 was \$229,937,033. Dividends in the same year amounted to \$71,733,656, and good wages are paid to many thousands of miners.

The mining laws are liberal and fair.

For information apply to

**T. F. SUTHERLAND, Deputy Minister of Mines,
Toronto, Ontario.**

"WHAT DID YOUR
LAWYER TELL YOU,
WHITEY?"

"HE SAID THE
CASE OF
'BLACK & WHITE'
LOOKS GOOD TO
HIM, BLACKIE"

Don't just say "Scotch"...
Specify
BLACK & WHITE
"It's the Scotch!"

DISTILLED, BLENDED AND BOTTLED
IN SCOTLAND BY
James Buchanan & Co., Limited
Glasgow, Scotland

FAMED THE WORLD OVER AS DISTILLERS OF THE FINEST SCOTCH WHISKY



CANADA'S RADIUM INDUSTRY REPORTS

Canada's radium industry reports progress in 1937, with an appreciable increase in production at the property of Eldorado Gold Mines Limited at Great Bear Lake, Northwest Territories. The all-round expansion program announced at the beginning of the year has been virtually completed, and consequent on increased output at the mine the company is enlarging the capacity of its refinery at Port Hope, Ontario. Including the radium laboratory proper, five new buildings have been erected, and the new facilities at the refinery will make possible a capacity triple that of the previous plant, and also make provision for new products not yet included in Eldorado's growing radium-uranium-silver-lead-copper production list.

Development work at the mine included an 8,000-foot underground advance, and construction of several buildings. The mine has been electrified by the installation of new Diesel and boiler equipment, the oil for fuel being obtained from the wells at Fort Norman. The new construction at Eldorado itself includes two 70,000 gallon tanks for fuel oil, a chemical laboratory, a new assay office, and a new two-storey kitchen and dining hall.

Considering the remoteness of the region, about 40 miles south of the Arctic Circle, the establishment of a modern mining plant capable of handling 100 tons of ore a day and permanently employing more than 100 men is a remarkable achievement. (Extract from Bulletin, Department of Mines and Resources, Ottawa.)

Kindly mention CANADIAN GEOGRAPHICAL JOURNAL when replying to Advertisements

**A SOUND
PARTNERSHIP**

**YOU AND
THE
SUN LIFE
ASSURANCE
COMPANY
OF CANADA**

HEAD OFFICE - MONTREAL

Fleeting Moments—

Record Them With An

IKONTA

(Model No. 520)

Today's finest ZEISS IKON moderately priced roll film Camera value. IKONTA Model No. 520, as illustrated, equipped with self-erecting NOVAR ANASTIGMAT F-3.5 in Compar 00 Rapid Shutter, Speed 1/500th to 1 second . . . takes 16 pictures 2 1/4" x 1 3/8" on 2 1/4" x 3 1/4" film.

See your nearest ZEISS IKON Camera Dealer today.



FRANCE



Casino at world renowned Vichy

Motor leisurely through sky-high wonderlands of the Pyrenees, turn back by way of the eternal Alps or continue on into the Jura or the Vosges...relax in one of France's famous Spas, centers of health—and of gaiety...trace the route of romance through the Chateau Country ★ Live at palatial hotels, attractive inns or little pensions...reasonable tariffs under Government regulation.

Exchange Rate Means Moderated Hotel & Railway Tariffs

Architecture, medieval at Chartres, 18th Century at Nancy ★ Bask on the beaches of Le Touquet, Deauville, Dinard or Biarritz ★ Your local travel agency has all-informative literature.

French Government Tourist Bureau

610 FIFTH AVENUE • NEW YORK CITY



ENGRAVERS and PRINTERS

— of —

Bank Notes - Bonds - Stock Certificates
Letters of Credit, etc.

Corporation, Bank and Commercial
forms of every description.

CANADIAN BANK NOTE COMPANY LIMITED

Head Office: 224 Wellington St., Ottawa, Ont.

Branches: MONTREAL and TORONTO



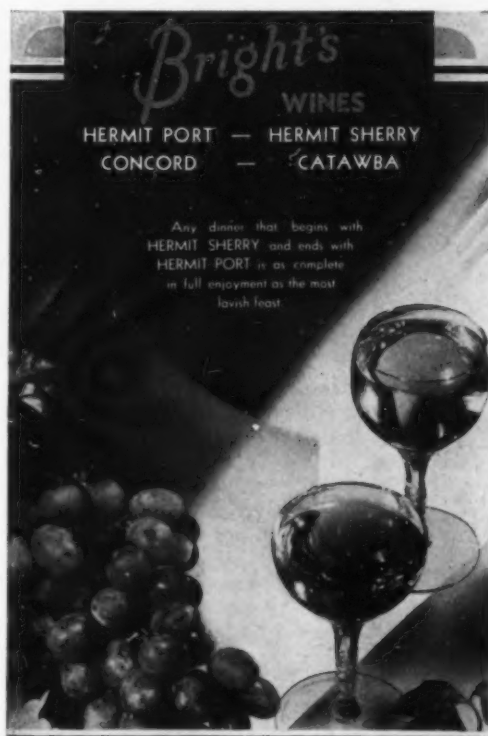
At Easter—give

the world's most honored watch

Some one in your own family, or among your close friends, is wishing for a Longines Watch. Satisfy this wish—give one of the new superbly styled Longines models. You can look them over at the jeweller showing the Longines-Wittnauer Shield—where you may be surprised to find that prices start as low as \$35.00 for men's pocket, \$42.50 for men's strap and \$45.00 for ladies' wrist models

Illustrated are two smart Longines models for ladies.
At top—MIMI, \$60.00; at bottom—MARGARET
MERCER, \$55.00. Cases are 10k. yellow, gold-filled.

LONGINES



Bright's
WINES
HERMIT PORT — HERMIT SHERRY
CONCORD — CATAWBA

Any dinner that begins with
HERMIT SHERRY and ends with
HERMIT PORT is as complete
in full enjoyment as the most
lavish feast

THE FAMILY WINES FOR ALL THE FAMILY

YOUR OPPORTUNITY TO

SAVE immediate
depreciation
Select books from this
FREE CATALOG

USED
BOOKS
SERVE
AS
WELL
AS
NEW

Over a million volumes, text and refer-
ence books, including many 'out of print'
and scarce titles of over 35 years ac-
cumulation. Replace worn or damaged
books at cost of rebinding. Est. 1902.

COLLEGE BOOK CO.
D.C.G. COLUMBUS, OHIO U.S.A.

WE ALSO BUY BOOKS

INCREASE IN VISITORS TO CANADA'S NATIONAL PARKS

Canada's National Parks reached a new high in popularity when 991,389 visitors were received during the nine-month period ended December 31, 1937, according to a statement issued by the Department of Mines and Resources. Compared with the corresponding period of 1936 when the movement totalled 895,355, an increase of 96,034 persons, or 10.7 per cent, is shown.

Kindly mention CANADIAN GEOGRAPHICAL JOURNAL when replying to Advertisements XIII

•
Keep the
ACTION
and the
COLOUR
with
FILMO
MOVIES



FILMO cameras give you movies in lifelike colour or brilliant black and white at still picture cost. Easy to use — even a child can get perfect results. So compact it tucks into a coat pocket.

\$82.50 as little as
\$17.00 down

Ask for a demonstration at your nearest
photographic store

**ASSOCIATED SCREEN NEWS
LIMITED**

MONTREAL TORONTO VICTORIA

Everything in Printing

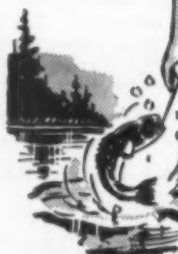
FROM THE IDEA
TO THE
FINISHED JOB

Canadian Printing and Lithographing Co. is completely equipped to prepare and produce all classes of printing, including Magazines, House Organs, Calendars, Catalogues, Broadsides, Booklets, Folders and Leaflets.

**CANADIAN PRINTING
and LITHOGRAPHING
COMPANY LIMITED**

2151 Ontario St. East, Montreal
Telephone FR. 2111

Laurentian
lakes that
teem with
TROUT



Step
into the
**GRAY
ROCKS**
plane—half
an hour over
myriad lakes
and virgin for-
est—then Cold
Lake, Command-
ant or La Carpe
—and **TROUT**,
bass, fool grays
and northern pike.
GrayRocks-owned
camps—excellent
equipment—good
guides.

Write for folder,
F. H. WHEELER,
15R Mg. Dir.

GRAY ROCKS INN
St. Jovite ... Quebec

**RAPID GRIP & BATTEN
LIMITED**

•
ARTISTS
PHOTO-ENGRAVERS
COMMERCIAL
PHOTOGRAPHERS
ELECTROTYPERS
STEREOTYPERS
WAX ENGRAVERS
•

MONTREAL - TORONTO - WINNIPEG